

Risborough and District Model  
Railway Club

**Autumn 2006**

# FOOTPLATE



30 years of the HST, the worlds first high speed train and world record holder for many years. Photo by Pete Miller.

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At the last committee meeting, held on 10<sup>th</sup> August 2006, the following items were discussed:



Raillex 2007 planning is well underway and dates have been agreed with the Stadium for several years. We would like to do something to interest younger visitors so will be extending the club stand area with a layout, possibly Drive-a-train or Anglia Loops. We may also invest in a portable PA system for exhibition use.

The clubroom is currently reasonably tidy and we need to keep it this way if we are to get more layouts in. Tools, books etc need to be returned to their correct locations.

We also discussed: membership, anniversary dinner, O gauge project, modelling workshops.

## WELCOME

Autumn is now approaching which means the start of our club year, the AGM and the exhibition season. Subscriptions are £40 for adults and £20 for juniors which represents excellent value for money.

I also hope that some of you will consider standing for election to the committee. Having more candidates than positions and therefore having to have an election is the sign of an active club with a good future. It also makes sure the current committee get things done. Deciding who to vote for may be a difficult choice and one I cannot help you with but elections are a good thing.

In this issue of Footplate, Martin describes the restoration of a Hornby Dublo loco, we continue a look at DCC basics and we have part 2 of Pete's description of his home project. Tim starts to describe his long term project with the construction of baseboards for High Wycombe. (It looks like we have another skilled carpenter in the club!) We also have reports on two major events (excluding Railex) plus the usual club information and diaries.

The O gauge project is progressing with the plan being modified to be a little smaller. This is a large club project which all members can contribute to in terms of construction and operation. I sometimes think we try to do too many small projects with only a few members each but what we should be doing is working on a large flagship project for the whole club. One of the many advantages of joining a club is to be able to work on something different to the home project. No doubt we will base a number of workshops around this layout which can be applied to any scale, such as board construction, track laying, ballasting, wiring, scenics etc.

Plans for enclosing the covered walkway at the front of the Community Centre are on the back page and the club notice board.

**Front page:** Following a complaint after the last issue, we have used a photo of a British train, HSTs, 43192 and 43134, which are 30 years old this year and currently being refurbished to extend their useful life.

## DCC Wiring: The 10p Test

DCC systems have a much higher current capacity than analogue DC systems, often 5 to 8 amps, to be sure that they can operate the entire layout properly. This ability to supply more current means that you must wire the layout with thick enough wire to be sure that the short-circuit protection works, quickly and efficiently, and you need to test the short-circuit protection as you wire the layout. You do not want the DCC system trying to push 5 amps through a single part of your layout at any time, do you?

As you wire the layout, you should use what the Americans call the "quarter test" - place a quarter dollar coin across the rails and check that the breaker breaks - in the UK, a 10p coin is just fine (OK, not for O-gauge), as is, of course, anything metal. Whether you use additional breakers or have a single power division and use the booster's own breaker, you must do this test, every couple of feet or so, and on every point frog. Listen for the breaker's clicks or beeps, depending on the breaker. If you have a silent breaker, then you should check with a 12v LED that the power does indeed go off when you short the track - you may well also be able to hear the brief buzz-ping noise that happens at the point of the short. As an aside, I have heard of one modeller who, when he gets a short, uses a cardboard tube as an ear trumpet to find the short quickly, just by listening for the ping noise. I added an LED to a piece of double-sided PCB that can be placed on the rails and shows if there is power present. If the breaker does not break and the system leaves power flowing through the coin, remember that you may have the best part of 5 amps in the coin, or whatever caused the short. At 12 volts, 5 amps is 60 watts, which means that the coin, and the rails around it, will warm up a bit. Or possibly quite a lot, and probably fairly quickly. Which explains why you need to do the test, and if the breaker doesn't cut the power, why you need to fix the problem. You don't want your nice new etched brass locomotive to be the generator of the 60watts of heat - you might just get the kit back!

I actually go further than this testing. I tend to wire track as I lay it, and test it as I go, with the track power turned on as I do it. Whatever you do, I strongly recommend that you at least wire the track with the power on. This means that if you generate a short as you wire, you'll detect it instantly, and it saves you all the hassle of finding it later when you come to test things out. After all, if you generate a short, your breaker will catch it, then you know that you have a dry joint or are using wire that is too small, and can fix it there and then.

Mick



## Little and Large - show reports on The N Gauge Show and Telford O Gauge Show.

The Biannual N gauge show is held at the Warwickshire Exhibition Centre near Leamington Spa. The venue looks like a farm building from the outside but inside it is clean and bright with no pillars getting in the way. It also has a very large car park (field). The other plus point is the catering which is excellent although since most of the cooked meals seem to be a variation on a large cooked breakfast, not for those on a diet.

Inside were some of the best N gauge layouts and most of the specialist traders. Of particular note was the large modular layout from N Club International (Germany) and a small Nn3 layout from France.

Timecast are now starting to produce resin models in N and Z specifically for railway modellers to compliment their military ranges. The casting quality is not to the same standard as Shire Lane were but with a little cleaning and filler should be quite nice models and at £3 for an N gauge building not too expensive to experiment with.

Dapol had examples of the new Gresley coaches on display which are easily on a par with anything made anywhere in the world. However, so is the price so we shall see how they sell. They also had example of the new Cargowagon (due Dec) and locos (next year) on the stand.

Farish had examples of their new Pullman coaches. Very nice models and better than the current range. Preproduction 47, 57 and 60 where in the display cabinet for us to examine. GF/Bachmann are making improvements with these new models to detail, finish and chassis and with the new Dapol products we are doing very well in N.

There are also expanding ranges from Heritage N, Electra Railway Graphics, Nsprays etc. I did spend a little money on a Minitrix NS ICE3M. This is one of their Hobby series, a lower spec low price model to overcome the slowdown in sales in Europe. It does not have head and tail lights but does have a good motor, flywheels and a DCC socket. A 3 car unit for £68, not bad compared to Farish. Hopefully the additional coaches will be available next year otherwise I will reletter the DB coaches which were released this year..

The next show is 2 years away but 2007 is the N Gauge Society 40th exhibition so not so long to wait this time for a specialist show.

Paul

# Telford O Gauge Show

On Sunday 10<sup>th</sup> September, James Aitken, David Lane and the two Ians attended the Golden anniversary exhibition of the Gauge 0 Guild, at the International Leisure Centre in Telford.

We arrived before 10 am to a rapidly-filling car park, giving us an idea of the crowds we would meet in the halls. As 3 of us had advanced tickets we got in early, but David needed to buy his ticket at the door and had to wait a few minutes for the official opening time. Not that he missed much; unlike the rest of us he planned to keep his credit card well-hidden and spent his day inveigling traders into appearing at Railex. Me, I had a shopping list as long as my wallet and spent the day trying to decide that I **\*really\*** didn't want that extra kit. Or two.

The exhibition was larger than normal this year with two complete halls given over to traders and exhibitors, and the food in a third hall. Well, they called it food. I called it a darned rip-off, what they were charging for a half-cup of machine coffee. Anyway, the emphasis this year for the exhibitors was on big layouts with at least eight large oval layouts (exclusively 0-gauge, of course), ranging from tin plate to more up to date modern diesel jobbies and not one of them would have fitted in the good old 'Carrington Room'! And then there was that highly acclaimed French end-to-end layout that seemed to go on forever down one wall. I don't know the size of those halls, but even those darn great layouts would have been lost in there without the traders.

And the traders were amazing. There were over 150 of them there, with items ranging from ready to run locos and rolling-stock down to traders selling 14BA nuts and bolts, with everything from flux to transfers in between. Stunning. If you weren't careful it was cheque-book modelling in a world gone mad. Someone once said to me that 0-Gauge modelling is made up of 1001 cottage industries all trying to recover the cost of putting kits together, and after visiting Telford I think they're right.

For the 0 gauge modeller it is without doubt the best show of the year. The chance to rub shoulders with the best in the Guild, the chance to drool over fabulous layouts and dream of your own little end-to-end is not to be missed. You want a flange-sprocketing tool? – Stand 163. You want a loco from a preserved railway that no-one else has ever heard of? – It's there somewhere. And I haven't even mentioned the 'demo' areas, with people sometimes three deep waiting to chat with the experts the other side of the desk. If those demo people actually got any modelling done, then I didn't see it.

All in all it was one of those magical days; the weather was wonderful, the journeys were uneventful, and the whole day in between to chat with like-minded folks. It's a shame it will never be as good again, really.

Ian & Ian

## Barry Wreck to ‘Ex Works’: Smartening a Class 4 Tank

80054 was a typical playworn Hornby Dublo 3-rail 2-6-4 Tank Engine – as Dublo enthusiasts realise they were made in their thousands and many are still in existence. With its broken buffer and incorrect plastic pony exacerbating the scruffy appearance, I wouldn't have given a second glance at a sale. But it came to me a few years ago as part of a collection which I was lucky enough to acquire with some other ‘goodies’.

My only previous experience of restoration had occurred a few years previously when I re-painted a similarly run down Dublo Bristol Castle. Though it was done by ‘hand’ brushing, the relatively good result, vast improvement to appearance and addition of a different loco to the collection (I re-named it Chester Castle) gave a lot of satisfaction. I thought I would like to do more and asked for an airbrush the following Christmas with the intention of finding more candidates for treatment.

The airbrush remained in its box until 80054 arrived. Even then it took some time to acquire all that was needed: the buffer and correct pony were soon found at HRCA events but somehow I never got round to buying the paint! Fortunately I was inspired at RAILEX by the ‘Precision Paints’ stand. A suitable dull black paint and tin of thinners were duly purchased – I thought the colour might be most suitable for Dublo though at first, it appeared a little too grey – until varnish was applied.

My ‘other half’ was out when I arrived home, having picked up paint stripper en route, so I had no excuse not to make a start. The body was swiftly separated and removed to the garage where an old cat litter tray made an ideal receptacle for the damaging waste paint and thinner. Soon I had an unpainted body and all that could be done for the day was to leave it to dry.

The airbrush instructions seemed complicated but, with a bit of guessing and some reference to them, I managed to connect the relevant parts together – using the supplied gas aerosol to create pressure. Tentatively, I tried my technique on the inside of the body (my patience didn't extend to doing the trials recommended in the instructions). The first attempt was virtually a total failure – very thin paint in one area, very thick blotches in another. Lucky that David works with me – I was able to discuss it with him the following day and he offered to have a look at the airbrush during the next Club meeting.

Neither David nor Paul could identify any particular problem and just helped me make sure everything was properly cleaned. At that time, I realised that I could borrow the Club compressor, which was taken home. I was soon able to achieve a reasonably good black finish though it appeared rather duller than I had anticipated. That was to be resolved later. Prior to applying the black, I had applied a primer, using a car spray aerosol that proved very simple and probably gave useful practice at spraying. That was another useful recommendation by David: the initial problem proved a ‘blessing in

disguise' as it made me take a step back, consult some experts and find better ways of doing the job.

Once the black was dry, buffers and buffer beams were painted by hand. A visit to East Kent Models in Whitstable had secured red and steel colour paints respectively – in my haste to get underway, I hadn't thought the project through properly so not all materials were in my stock.

As the painting progressed, I gave thought to transfers. Previously, I had obtained 'Hornby Dublo' style transfers from an HRCA member but could not find a contact in the current Spares and Supplies Directory. So I contacted Fox Transfers. They could not have been more helpful and I was soon in possession of lining and numbering sets for 80055 and 80080. (I thought a 'spare' set might be useful: if unused for 80055, I would do a similar re-paint on another slightly tatty engine. 80055 was chosen for no other reason than it is next to the common 80054; 80080 because it is an engine still in existence and I thought it would be good to represent it.)

The instructions for the transfers said that better adhesion would be achieved on a gloss surface. David recommended that I apply a coat of varnish and kindly offered some he uses regularly. So the airbrush made another visit to the club, accompanied by the loco body. Initially, the brush would not work. Stripping and cleaning was to no avail until Mick realised that the needle was loose in its sleeve and not moving in the nozzle. With this problem resolved and a good spray achieved, the body was soon coated with a film of varnish. At this point, the initially dull colour deepened to a smart deep black appropriate for a Dublo engine.

Because I had previously had a deal of trouble with transfers disintegrating, I was apprehensive and only too pleased to be given good advice by the well known Dublo restorer and modifier extraordinaire (!) Derek Smith. His advice on application sequence and cutting transfers proved invaluable. Apart from initial concern that boiler bands seemed to have contracted so there might be no clear two lines, the application proceeded reasonably smoothly. I soon realised not to leave the transfer in water for too long: just a quick dip in room temperature water (warm water stated in Fox instructions proving unnecessary). Gently brushing with a soft wet paintbrush soon separated the transfer and it was relatively easy to push to the required location.

Once all the transfers were correctly positioned, a final spray with varnish to seal them was nearly all that was needed to complete the job. Careful application of the final coat produced a reasonably even finish – perhaps not exactly as an original Dublo product, but, as the lining and lettering are not Dublo style anyway, that is not really important.

The only outstanding task was to smarten the chassis. While the painting progressed, it had been cleaned with White Spirit so all that needed to be done was extra cleaning of wheel rims with fine wet and dry paper and application by brush of black paint to exposed areas.

On reflection, I'm not sure that 80055 hasn't given me more pleasure than all the other

items with which it came – nothing gives me more satisfaction than making something from ‘scratch’ or restoring a ‘tatty’ article. In this case, the help and assistance readily given by many friends, together with staff at ‘Fox’ transfers, considerably increased the enjoyment.

Both 80055 and 80080 will be available for examination at the Hornby Day to be held this year on 4<sup>th</sup> November at Princes Risborough Community Centre.

Martin Randall (R&DMRC 0289 ; HRC A 3847)

To clarify names which may not be familiar: Paul, David and Mick are members of the R&DMRC, Derek is a member of the HRC A.



The two tank locos repainted by Martin in the Hornby Dublo style to match his existing collection

# FAVERFORD

## The never ending story/cause of insomnia...(chapter 2)

At this point, a description of the layout's design and construction might be expected. On the other hand, it would probably be more logical to ensure as far as possible that every train, and loco needed for each train, should be known beforehand so that room for it all can be allowed for in the design/construction stage. In which case, the whole prospect needs investigating first.

Research.

The place: Faversham. The time: late Spring '58. This was the last full year of steam operation before the 3rd rail began to blight Kent from the Summer of '59. Starting with a reasonably good idea of what ran through Faversham, I needed much more detail, especially about freight, such as type and volume of traffic. Then there were the locos, not just the Faversham based ones but all the others that would pass through from elsewhere on the system and when.

To crack this little lot and find all the answers, I felt I'd have to go back in time in a TARDIS (or a DeLorean fitted with a flux capacitor might do the trick) but so far, I've failed to find one. I'm beginning to believe they're just figments of someone's imagination. However, exploring by more conventional means, I got lucky. A car boot style Railwayana event at the Bluebell Railway two years ago led me to finding a Winter '57/58 Southern Region timetable going for £8. I got luckier still – it became mine for a fiver! So much for passenger trains.....

They say bad luck comes in threes. Well in this case so did good luck! At the same event a year later, I found a newly released book by Express Publishing entitled "The District Controller's View – 1950's BR steam operating No. 9. The Kent Coast Victoria-Chatham-Ramsgate/Dover". It shows the Working Timetable (WTT) for the entire 'Chatham' route of a typical winter weekday operation over a full 24 hour period, freight as well as passenger; and, for every train, it shows the class of loco diagrammed to pull it. It also gives loco allocations from 1950 and reallocations for every month up to 1960 at every shed from Stewarts Lane to Ramsgate. I'd struck gold; it seemed the book was written just for me! The only issues with it are trifling: the actual WTT shown is Winter 1955; and Dover shed loco allocations aren't included (many of which shed's locos worked to/through Faversham every day). However, as freight workings in the Spring of '58 and Spring '56 were probably very similar; and that I already had Dover shed's loco allocation from other sources along with a book of Southern shed loco diagrams I've had for a while, the

omission didn't matter too much to me.

It must be said that I (or anyone else) could run trains on Faverford quite simply as how one might imagine they would have run and be very happy doing so (on the basis of ignorance is bliss). However, the accumulated info' (too much?) has enabled me to improve a few things operationally (and saved me a few bob in so doing). For instance.....The real London to Ramsgate (and Dover) loco diagrams showed only two or three locos making two return trips daily with most of the rest working only one return trip. Applying simple logic: if two or three could do it, why couldn't they all? Well, in short, nearly all these locos working through Faverford now do two return trips in each 24 hours (something B.R. didn't seem to bother much about – no doubt because it helped them to demonstrate the inefficiency of steam traction!). Likewise with local trains between Ramsgate or Dover to Chatham or Faversham, one or two locos made three return trips but most worked only one or two, their diagrams taking them elsewhere. So again, for the sake of efficiency and diagramming for route concentration, most local passenger locos now do three return trips within a 24hr. period.

The only loco I've left with just one return trip through Faverford is the 'Golden Arrow' one, simply because the hassle of removing/replacing the various arrows/flags to allow it to work a second return duty would require more fiddling about than I can be bothered with.

One or two other tweaks allow inclusion of two return trips for the all Pullman 'Kentish Belle' which the real thing never had (except during August Saturdays when it actually did make two return trips). It only ran as an ordinary train in winter but with two or three Pullmans that distinguished it from the rest. So, just as the real 'Brighton Belle' did, I decided the "Kentish Belle" could be justified to do two return runs all the year round with departure/return times geared to suit passenger needs far more attractively - quite unprototypically of course!

All loco re-diagramming had to be done with care to retain realistic timescales and pathing, e.g: A loco that, say, works an Up boat train through Faverford shouldn't reappear on another train in less than the time it could take for a real one reappear, taking account of Up travel time, time to remove empty coaches at the terminus releasing the engine to go on shed, a minimum of 1 hour disposal/prep' time and return journey time. A realistic timescale could be a shade under four hours and about 4¼ hours for other expresses. Freight locos could do a London round trip in about 5 hours at a pinch, though in some cases their return time can be shortened to about 3½ hours by diagramming Up freights to the nearest marshalling yard at Hoo Junction, from where they'd run light to Gillingham shed to turn and for servicing.

The biggest challenge to re-diagramming as intensively as this was to ensure that each loco finished its working day in the same place it started. However much I tried, by the end of the day, there were always one or two at the wrong end of the line!

One solution was to invent extra trains for the wrongly positioned locos to work back to where they should be, taking care to ensure they remained realistically spaced/timed and pathed within the 24hr. period. Thus I invented an Up 'continental mail' train off Dover Marine at 01.45 to balance a British army of the Rhine (BAOR) leave boat train (also invented) heading for Dover Marine off Victoria at 22.45 behind a 'Merchant Navy'. BAOR trains would use the same stock as other boat trains except, being heavier with three four-wheel baggage vans instead of the usual two, a 'Merchant Navy' was the most appropriate choice for the job. This completed the Merchant Navy locos second return trip of the day in addition to the 09.00 Down and 13.45 return boat trains the real one would have worked as its only duty for the day! An alternative solution would be to simply couple it in front of a loco on any convenient train going generally in the right direction and thus 'double head' back towards where the loco should be.

Okay, so all this nit-picking detail appears 'anally retentive' but I felt it had to be done. Why?

Faversham could see upward of 80 different locos in a 24 hour period. Where could I possibly keep so many locos, for the most part idle, on the layout?

And My final word on this 'Research' bit.....

Faverford needs only(!) 39 locos and runs about 30 more trains than Faversham did! That's over forty engines I now don't have to buy, saving?.... Loadsamoney!

Pete J.

# High Wycombe 1955

This is the first of what will, I hope, be a series of occasional articles charting the construction of my layout. This first chapter covers the reasons for choosing Wycombe and progress to date. Subsequent offerings will appear irregularly as and when progress permits something to say.

To answer the ‘why Wycombe?’ question, we need to go back to 1998. This is my second incarnation in the modelling world, having made models from an early age and learned many of my skills as a junior at the Guildford Model Engineering Society. Modelling gradually dwindled when I went off to University and stopped completely when I joined the Royal Navy and then got married. However, interest in railways in general never waned.

1<sup>st</sup> of November 1998 – number one son’s 11<sup>th</sup> birthday party roller skating and I had the misfortune to be pulled over and fractured my shoulder blade. Not a pleasant experience, but in the month off work, visits to the library revealed a lot of books on local railway history and pictures of Wycombe really stirred my imagination – I enclose one that really inspired me (page 17). The backdrop of the retaining wall, the signature split platforms and marvellous array of signals looked hugely modelogenic. Understanding the variety of traffic that passed through added further impetus and my imagination was fired by the prospect of full length express trains with a large variety of motive power options – virtually all ex GW classes and a significant number of ex LNER as well as BR stuff. There are plenty of options in the rolling stock department as well with Western, North Eastern and Southern coaching stock being commonly seen. Before long stored kits were being retrieved from the backs of cupboards and the old skills tried again.

One thing that I really noticed coming back to modelling, was the huge amount of high quality kits that had become available in the intervening 20 or so years – many of them in brass. Then there was this DCC stuff – clearly there was a whole host of new skills to be acquired. The most pressing was soldering. This was something I had always shied away from, so I purchased Iain Rice’s Etched Loco Construction book by Wild Swan and with the book in one hand and a soldering iron in the other, I taught myself to solder. I would commend the book to any beginner (still available new for £11.95 or second hand from Abe books at £8.00 - ISBN0906867). I used Connoisseur wagon kits for starters, then moved onto a D&S van and then, and only then, made a simple 0-4-2 Perseverance chassis for a 14XX.

Over the next few years I concentrated on building rolling stock and

considering options for the layout. I had previously modelled in EM (stands for ‘easier to model’!) and saw no reason to change. Having considered and rejected the loft (too much expense to insulate and I would have had to move the water tank), I eventually opted for a large shed in the garden (22’ x 12’). This took another year to order, sort the footings, insulate, wire and paint the interior etc.

However since the spring of this year, I have at last started baseboard construction and the scenic ones are now complete. The pictures illustrate the Barry Norman style of plywood beam construction – all glued and screwed together. They require wiring and final fixing of the board tops, which should happen in the next month or so.

Above: the baseboard in its shed.

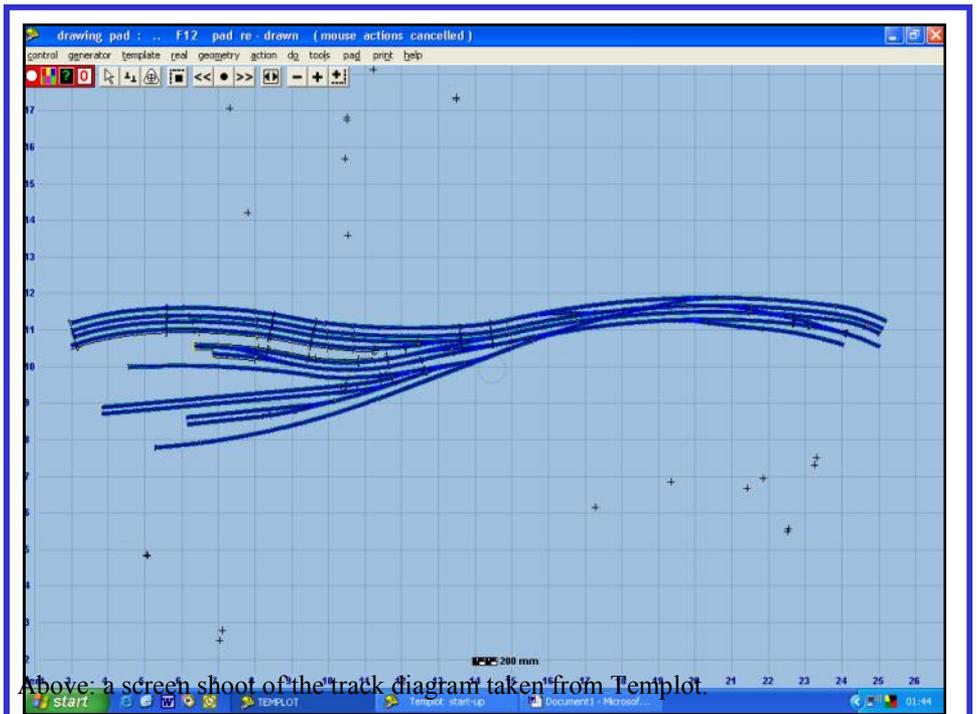




Above: a closeup of the frame construction, lightweight and rigid with holes for cables.

Clearly this a big project and I see it as a probable 20 year haul. Care has been taken in the design to allow removal in the future and expansion if a larger space becomes available. Otherwise the layout is not intended to be portable or suitable for exhibitions. The track plan has been developed on Templot and this will provide the templates for eventual building. Mastering this has taken some time but produces beautiful results. The next move will be to lay the 3mm foam trackbed. Some of you have seen the sheet I brought to the club, obtained after a bit of Yellow Page searching from Imagineers for £1 cash per sheet 1.5m x 0.5m.

Finally, why 1955? Well by then the railways had lost most of the dreary run-down wartime look and the Modernisation Plan had only just been published. The railways were, therefore, still much as they had been before the war. It's also the year of my birth so seemed as good a year as any! In reality, I suspect models will appear that were around a few years either side of that time frame.



Above: a screen shoot of the track diagram taken from Templot.

## Resources:

Imagineers Ltd, Unit 6 Fryers Works, Abercromby Avenue, High Wycombe, 01494 473861.

Abe Books – clearing house for any second hand book. [www.abebooks.co.uk](http://www.abebooks.co.uk)

Tim

## Club Stand

At Railex we created a club stand to act as a greeting point for visitors arriving to the exhibition, a point for information, first aid, club information etc. How should we improve this? New photo displays, a video screen displaying pictures of club projects and events? Let the committee know your ideas and how you can help. The club stand needs to be a focal point at our exhibitions and will help with recruitment of new members.



Photo: E R Wethersett published in 'The Chilterns - a celebration of steam' by Laurence Waters.

## Modelling tips - 1

I have been using the Peco code 55 track for my new N gauge layout instead of the code 80. The finer track design has the rail half buried in the sleeper moulding to give a finer look but retain strength. I have found that this also means that it will hold a curve much better than the code 80 which tends to spring back. However, if you keep flexing the code 55 it loses this curve retention effect. Has anyone found this with the OO track?

## Modelling tips - 2

When using small drills to drill through brass take care not to break the drill bit. If you do, it can be removed by hammering another broken drill through the hole to push out the broken bit of the first drill. However, should this bit break you have not improved the situation. This process is best carried out without an audience! Ask Mick for the correct technique!

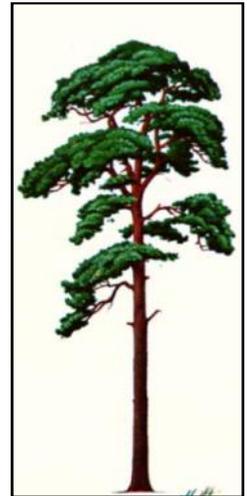
# Making trees

There are many ways to make trees so here are a few ideas.

First a useful reference book is the “Observers book of Trees”. A small hardback book (only costing a few pounds) giving plenty of diagrams of the trees and close-up shots of the bark texture. If you want a particular shape tree this is invaluable.

Consider how high your trees should be. I see so many layouts with stunted trees that are hardly more than bushes. It’s not unusual to see 100mm trees on a 4mm layout. Trees are big! To get an idea stand a coach on end and then consider that a tree could easily tower over it! The table below shows how big trees can get in the UK:

Broad leaved and common lime	40m	130ft
Small leaved lime	30m	100ft
Holly	21m	70ft
Sycamore	35m	115ft
Field maple	27m	88ft
Wild cherry	33m	108ft
Ash	45m	148ft
Common elm	40m	130ft
Wych elm	44m	144ft
Birch	31m	102ft
Alder	21m	70ft
Sessile oak	41m	135ft
Sweet chestnut	35m	114ft
Beech	43m	142ft
Scots pine (right)	37m	120ft



Trees of 30m are not unusual and specimens up to 40 or even 45m have been known. So how big should our model trees be?

	2mm	4mm	7mm
100ft	200	400	700
75ft	150	300	450
50ft	100	200	350

So you can now choose a tree and make a model of it. This is how we started with the trees for Chiltern Parkway but soon found that we could make a tree shape and then decide what it was. The wire could be bent and cut to form the

required shape to match a real tree.

A tree is basically a supporting network of branches covered in green stuff. The trunks and branches can be formed of many materials:

Plastic, needs bending (or twisting) to shape, heating in hot water helps prevent breakages.

Whitemetal, easily shaped.

Etched brass, good at a distance but looks flat close-up although you can add a line of solder to get a rounder shape.

Wire (e.g. welding cable) copper wire is best as it is soft but you can also use iron wire or even steel if you have thick gloves and pliers.

Natural materials (e.g. forest in a box, or material from the garden)

Bark can be added if it is a tree in a prominent position from a flexible filler. I have used a ready mixed filler from a tube mixed with some paint and recently found someone using brown acrylic sealant. This can be mixed with water based paints for application and painted afterwards if required. You could also use polyfiller and wood glue. All of these materials will give a slightly flexible bark less prone to damage than a hard filler.

Foliage can be obtained from Woodland Scenics, Heki or similar. I find the Heki materials a little finer in texture but they are harder to find in the shops and more expensive. Use materials from a number of manufacturers to increase the colour and texture ranges.

After adding the foliage and the glue has thoroughly dried the tree can be shaped. The foliage net can be stretched out for a more open effect or pushed together for a denser effect. Trimming branches and excess foliage is also required to produce the shape you require.



Finished trees can also be spray painted to provide more subtle colour variations or to tone down the over bright colours of some foliage packs. The Woodland Scenics autumn colours are very bright but a light

spray with light green produces a more realistic and gradual variation in colour.

Finally, plant the tree in your layout either singly or in groups or even a complete Woodland if you have plenty of time and space.

Now if you still want more detail and a challenge add birds and animals;-)

Point to remember: Scenery is **BIG!**



## Clubroom progress

A while back there was some discussion about having a new bigger clubroom. This would allow some projects to be erected permanently.

We have been looking at possible options/places:

- 1 purchase of a suitable building, a building previously used for van hire for sale in Risborough would have been £250,000 so a repayment of approx £2000 per month. This is way out of our present budget and would mean subscriptions of £700 per year!
- 2 A barn conversion in Longwick. This has a mezzanine floor space, 20ft x 30ft, in a farm building used as a workshop. The building is secure, dry, has power and light, and in the mezz space, plenty of windows. There is plenty of parking - easily enough for 10-12 cars - and access to a loo across the yard. This would cost something in the region of £80 a week including electricity so long as we don't heat the place electrically. It's enough space to do two reasonable-size projects such as Camp 93, or to do the new O Scale project. The down side is that it is a tin shed, will be very hot in summer and very cold in winter and does not have disabled access. Again subs would rise.

So for now we keep looking to see what is available and at what cost.. Exten-

# HORNBY DAY

Back this year by popular demand! Absence of this event last year caused much dismay amongst its supporters and considerable lobbying for the return to the calendar this year! The one day meeting/exhibition by Hornby Railway Collectors Association (HRCA) members from near and far and R&D MRC is proving very popular with exhibitors, traders and the public. Many of the exhibitors are from the local Thames Valley Group which meets on the second Wednesday of each month – usually at Mortimer just south of Reading. More recently another meeting has started on a bi-monthly basis at Chesham (great to go back to my old school to play trains!)

This year will see biggest show yet as we have all 3 rooms in the Community Centre and are currently anticipating a good variety of Hornby and Hornby Dublo layouts, large and small, both gauges – O and OO, 2-rail, 3-rail and clockwork! These will be supported by a ‘Drive-a-Train’ layout and at least 6 leading dealers, including spares. This will probably be one of the biggest exhibitions to be staged in the South featuring only vintage Hornby products from the Meccano factory in Binns Road, Liverpool.

As before any profits will be donated to Charity – this year we have nominated the Soldiers, Sailors, Airmen and Families Association (Reg. No. 210760) and the British Legion Poppies Appeal (Reg. No. 219729)

SATURDAY 4<sup>th</sup> November. 11.00am–4.30pm.  
Admission £2.00, Children/Senior Citizens £1.50, Stewards free!

Martin



## Toolbox

We have now replaced the missing hammer and added some pliers to the toolbox. What else would you like? Once the O gauge project gets going we will probably get some more clamps. Some files, cutting mats?

A number of drill and screwdriver bits have worn out and these will be replaced shortly. If you do break anything while using it, do let the committee know so we can replace it rather than finding out next time it is needed.

If anyone borrows any club equipment or books this must be recorded in the loans book and confirmed by a member of the committee. The borrowed item should then be returned the following Friday as early as possible so that it is available to other members.

Also please fit the correct battery to each drill as we have 9.6V and 18V drills and some batteries are interchangeable.

We would also like to remind you that personal possessions are not insured if left in the clubroom. Storage immediately before or after an exhibition should be OK.

## Useful internet addresses:

The Mill database for Dutch and Belgian windmills	<a href="http://www.molendatabase.nl">www.molendatabase.nl</a>
Artitec, European resin models	<a href="http://www.artitec.nl/">www.artitec.nl/</a>
Dresden Hbf webcam	<a href="http://141.30.204.10:81/">http://141.30.204.10:81/</a>
Aidan Campbell model maker	<a href="http://www.aidan-campbell.co.uk/">www.aidan-campbell.co.uk/</a>
W P Notcutt ltd resin and mould making materials	<a href="http://www.notcutt.co.uk/">www.notcutt.co.uk/</a>
EMA models, supplier for Plastruct	<a href="http://www.ema-models.co.uk/">www.ema-models.co.uk/</a>
Micro chisel supplier	<a href="http://www.accurate-armour.com">www.accurate-armour.com</a>

## Test track evenings

November 3<sup>rd</sup>  
November 24<sup>th</sup>  
December 15<sup>th</sup>  
January 5<sup>th</sup>  
March 9<sup>th</sup>



## Club Diary



Openday	Oct 14 <sup>th</sup>
Saffron Street at Beckenham & West Wickham Ex.	Oct 21 <sup>st</sup> -22 <sup>nd</sup>
Hornby day	Nov 4 <sup>th</sup>
AGM	Nov 10 <sup>th</sup>
CMRA Delegates Meeting & AGM, Whitewebbs Museum, Enfield	Nov 9 <sup>th</sup>

## Back page

Drawing of the proposed new covered walkway for the front of the community centre. This will allow users of the centre to walk between the 2 entrances without having to go outside. A big improvement for cold evenings.

## Club workshops.



We had very successful soldering workshops on

28 July and 12 August and no doubt will return to this subject again shortly.

Our workshops are a good way to learn new ideas and techniques as well as being an excuse to get a kit out and do some modelling. A couple of good points to remember. Always have a go and ask your fellow club members who have a great deal of knowledge, experience and talent.

## Have you logged on?

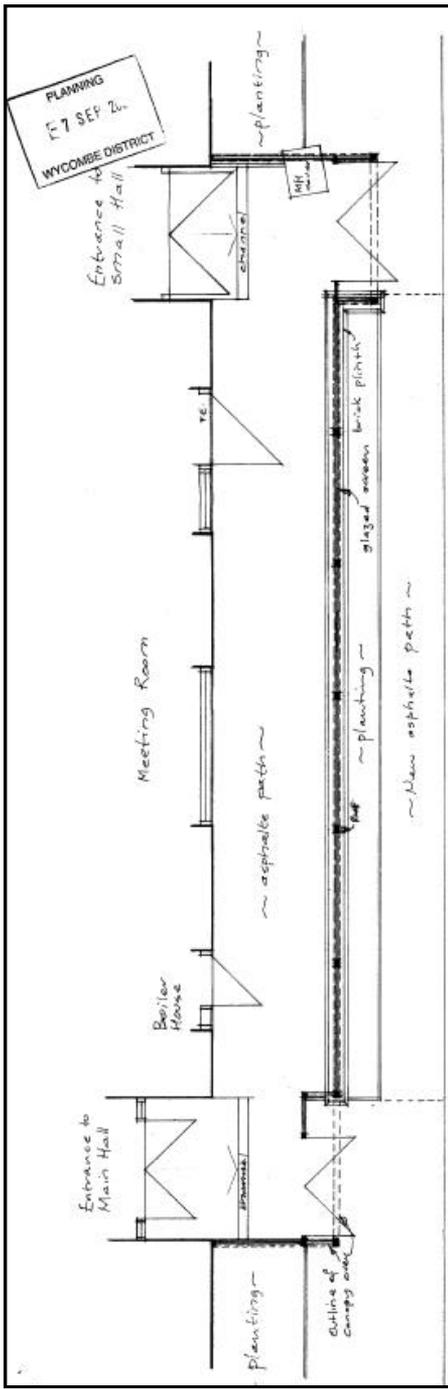


[rdmrc.nildram.co.uk](http://rdmrc.nildram.co.uk)

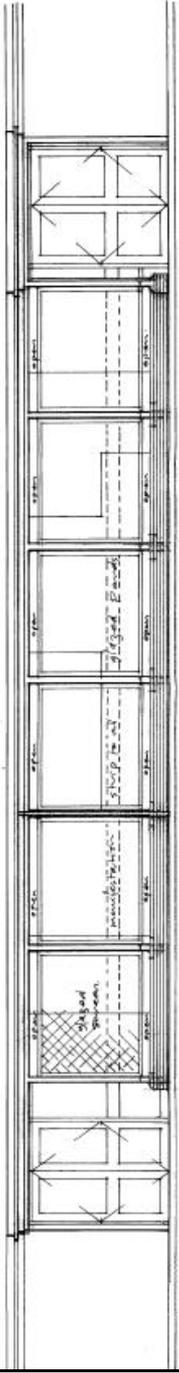
There's all you need to know about the club.

Details of future exhibitions and other events, the full club diary and photos of previous events.

There is also a good list of links but if you have any more do contact Anthony our webmaster.



Paper size  
**A3**



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